

Funding Pathways for Multimodal Trails | Miami-Dade County

Final Report



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Overview



Overview (1 of 2)

- ▶ Multimodal paths and pedestrian trails are growing in importance in Miami-Dade County (MDC).
- ▶ MDC has recently seen the successful first phase opening of The Underline and currently some County stakeholders are presenting ideas to create a bike path that encircles the City of Miami.
- ▶ The following report provides an overview of 1) funding pathways to construct, operate, and maintain bicycle path/trail assets with Federal, State, and local monies; 2) the implications for MDC; and 3) strategic recommendations for accessing these funding opportunities.
 - ▶ It is important to note that multi-modal trails often have recreational and transportation components, which may impact which funding sources are available for the project. This report focuses primarily on funding sources available for the transportation components of multi-modal trail projects.
- ▶ This report is informed by desk research (e.g., review of legislation, open-source information), as well as interviews with relevant stakeholders.

Overview (2 of 2)

- ▶ The following funding pathways at the Federal, State, and local levels are included in this report:

Funding Pathways		
Federal Opportunities	State Opportunities	Local Opportunities
<ul style="list-style-type: none"> • Transportation Alternatives Program • Highway Safety Improvement • Congestion Mitigation and Air Quality Improvement Program • RAISE Grant Program • Carbon Reduction Program • PROTECT Program • Safe Streets and Roads for All • Active Transportation Infrastructure • Earmarks 	<ul style="list-style-type: none"> • SUN Trail Program • Florida Recreation Development Assistance Program • Florida Economic Development Transportation Fund • Strategic Intermodal System • Earmarks 	<ul style="list-style-type: none"> • General Obligation Bonds • PTP Surtax Funds • Local Government's General Funds • Tourist Development Tax • Gas Taxes • Special Taxing Districts • Improvement Districts and Tax Increment Financing • Impact Fees • Naming Rights / Sponsorships • Corporate Philanthropy



2

Key Takeaways and Strategic Recommendations



Federal Funding: Key Takeaways

- ▶ The Bipartisan Infrastructure Law (BIL) expands funding opportunities for MDC's multimodal trails and active transportation by:

1

Increasing funding amounts for long-standing Federal programs, such as the Transportation Alternatives Program

2

Creating new programs, such as the Carbon Reduction Program and PROTECT grant program

3

Enabling funds from some Federal programs to be credited towards the non-Federal share of others

- ▶ Although the County has benefited from Federal funding for trails in the past, accessing these monies is a challenge, given:
 - ▶ Projects need to be "ready", in terms of both planning and local funds secured to meet the non-Federal match (~20-50% of funding should be local); and
 - ▶ Pedestrian and bicycle projects may be eligible but not competitive for some Federal programs, unless part of a larger project.

State Funding: Key Takeaways

- ▶ Historically, MDC has not benefited from large amounts of State trail funding. However, in recent years, several trails have received State funding, mainly from the SUN Trail Program.
- ▶ Other State-level programs MDC has successfully leveraged in the past for trails include the Florida Economic Development Transportation Fund (FEDTF), Florida Recreation Development Assistance Program (FRDAP), and the Strategic Intermodal Systems (SIS).

Specific programs, such as the FRDAP, include a local match requirement based on the total project cost. While requirements vary, the potential needs for local matching funds should be considered.

In some cases, funding recommendations for State-level programs are based on specific economic development criteria (e.g., # of permanent full-time jobs created).

- ▶ There may be County-specific challenges associated with accessing State funds, since MDC costs are likely to be higher than those in other parts of the State, making MDC projects less competitive.
- ▶ Conversations with stakeholders indicate the SUN Trail program is currently capped and any potential future expansion remains uncertain. However, there is a possibility that with the right constellation of political support in the State Legislature, the SUN Trail program could be expanded.

Local Funding: Key Takeaways



Local funding is a most critical source of funding for the successful implementation of multimodal trail systems, particularly in the operations and maintenance (O&M) stage, which is expected to last 30-50 years.



MDC has a successful track record implementing innovative funding techniques at the local level, which include road impact fees, park impact fees, improvement districts, and sponsorships.



Political support is key to unlocking local funding sources. For instance, interviews with stakeholders identified high political support to be critical for accessing funding for the Ludlam Trail through County road impact fees.



Political support is often best won by helping to develop "grassroots" support for a trail, including in the areas adjacent to the trail. Successful trail and park supporters have helped engender such support with seasonal "clean-up" days and community events on the trail.

Strategic Recommendations (1 of 3)

“Shovel-Ready” & Impactful Projects

To increase the likelihood that multimodal trails are competitive for Federal and State funding, projects should be “shovel-ready”, with the documentation listed below, with the expectation that construction can begin within a very short time:

- Planning and permit documentation;
- Design substantially completed;
- Land acquisition secured, if needed;
- Local funding match or gap funding secured (i.e., O&M costs).

Additionally, multimodal trail projects should demonstrate “transformative impact”, aligning with the current priorities of Federal, State, and local governments, which include climate change, sustainability, economic development, and equity.

Project Size and Interconnectivity

Considering multimodal trail projects are typically small in terms of capital expenditures (Capex), in order to broaden the spectrum of funding sources and increase competitiveness, MDC should consider developing multimodal trail projects as a “program” or “system” rather than as stand-alone projects. By strategically looking at trails as an interconnected system, the County may be better positioned to prioritize investments based on the profile of the different trails.

Additionally, the County should consider including trails as part of larger transportation projects. This may include:

- Construction of new road and bridge facilities, where fitting in a new multimodal trail within a larger project may be easier in terms of planning and funding than a stand-alone project;
- Other developments, including parks or a major real estate project. For instance, in the Philippines, multimodal trail planners took advantage of the redevelopment of a neighborhood to integrate new trails; in South Africa, holding the Olympics spurred new transit and multimodal trail development.

Strategic Recommendations (2 of 3)

3 Proactive Approach

As is the case for motorist and car-centric projects, project managers should proactively incorporate O&M funding into multimodal trail project funding plans at an early stage. In the case of multimodal trail projects, this aspect is often overlooked and can be harder to secure.

4 Critical Funding Avenues

The County should:

- Leverage the available Federal, State, and local funding sources for the multimodal trail projects, placing an emphasis on the latter which provides a critical avenue for both Capex and O&M.
- Pursue available funding, including seeking expansion of SUN Trail eligibility and monies since the program funds Capex and O&M.

Strategic Recommendations (3 of 3)

Complementary Sources

At the local level, opportunities for funding from corporate philanthropies offer an additional funding opportunity, yet the County should not rely on these sources as a substitute for public sector financial support. Generally, these may be better suited to cover specific funding gaps or non-eligible activities.

Surtax Funds

The State Legislature's House Bill 385, passed in 2019, revises the authorized uses of Surtax proceeds by MDC (effective October 1, 2022). This places restrictions on the County's ability to use Surtax funds for bike paths. Therefore, an amendment to the State statute would be necessary in order to enable Surtax proceeds to be used for multimodal trail projects.

Pursuant to the change in the State statute, however, municipalities have greater flexibility in the use of Surtax funds than the County and should consider using these monies for multimodal trail projects.

Summary Strategy

Source	Availability of Funding for Capex	Availability of Funding for O&M	Summary Strategy
Federal	● ● ● ●	● ● ● ●	Leverage new BIL sources, especially for larger projects and network of projects, including the TA program, which funds Capex and O&M.
State	● ● ● ●	● ● ● ●	Pursue available funding, including seeking expansion of SUN Trail eligibility and monies, since it funds Capex and O&M.
Local (Government)	● ● ● ●	● ● ● ●	Use local funding, such as PTP Surtax funds and local government general funds, to fill in gaps for both Capex and O&M.
Local (Value capture)	● ● ● ●	● ● ● ●	Recognizing the growing value of trails for real estate, apply value capture techniques, such as special taxing districts and naming rights as appropriate.
Local (Philanthropy)	● ● ● ●	● ● ● ●	Use philanthropy for transformative projects and/or to fund ineligible trail costs, such as projects that relate more directly to parks and recreation.

High availability of funding = ● ● ● ● ; Low availability of funding = ● ● ● ●



3

Existing landscape of Federal funding for multimodal trails



Summary of all Federal funding opportunities (1 of 2)

Source	Capex	O&M	Description
Transportation Alternatives (TA) Program	✓	✓	Largest dedicated source of funding for trail projects nationwide. Provides funding for a variety of generally smaller-scale transportation projects, including (but not limited to) pedestrian and bicycle facilities. TA includes a set aside for the Recreational Trails Program (RTP), which can be used to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.
Highway Safety Improvement Program (HSIP)	✓		Funds safety projects aimed at reducing traffic fatalities and serious injuries. Funds can be used for any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail.
Congestion Mitigation and Air Quality Improvement Program	✓		Provides a flexible funding source to help meet the requirements of the Clean Air Act. CMAQ provides funding to state DOTs, MPOs, and transit agencies for projects that improve air quality, which includes improvements to pedestrian and non-recreational bicycle transportation infrastructure that contribute to a reduction in travel by single-occupant vehicles.
RAISE Program	✓		Multimodal, merit-based, competitive discretionary grant program for surface transportation infrastructure projects that will have a significant local or regional impact, including non-motorized and intermodal projects.
Carbon Reduction Program (CRP)	✓		Provides funds for projects designed to reduce transportation emissions. FHWA's BIL guidance encourages recipients to consider using funding flexibility for transit or multimodal projects.

[New]



Summary of all Federal funding opportunities (2 of 2)

	Source	Capex	O&M	Description
[New]	PROTECT Program	✓		Establishes grants for resiliency improvements at State and local levels, including competitive resilience grants to protect surface transportation infrastructure assets, including natural infrastructure.
[New]	Safe Streets and Roads for All (SS4A) Grant Program	✓		SS4A grants are awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, including pedestrians and bicyclists.
	Active Transportation Infrastructure Investment	✓		Competitive grants to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine. Evaluation will consider whether the application includes projects likely to provide substantial additional opportunities for walking and bicycling, among other criteria.
	Earmarks	✓		Earmarks have been traditionally used by Congress as a tool to allocate directed Federal spending to locally supported priority projects. Successful earmark requests can represent a valuable source of targeted funds for multimodal trail projects. However, it should be noted that Florida Senators Marco Rubio and Rick Scott have specific policies on earmarks and, in 2021, pledged their commitment to uphold a ban on earmarks.

Transportation Alternatives (TA) Program (1 of 3)

§ 11109; 23 U.S.C. 133(h)

TA is the nation's largest dedicated source of funding for trail projects

Quick Facts



BIL continues the TA as a set-aside from each State's Surface Transportation Block Grant (STBG) apportionment.

Purpose: Provides funding for a variety of generally smaller-scale transportation projects, including (but not limited to) pedestrian and bicycle facilities, recreation trails, and safe routes to school projects.

- An amount of TA funds is set aside for the State's Recreational Trails Program (RTP).

Funding Availability



Global Funding Availability (FY 2022-26):

\$ 7.2B

Funding Available to FL (FY 2022-2026):

\$432M

Determined based on ratio that the State's FY 2009 transportation enhancements (TE) apportionment bore to the total amount of TE funds apportioned to all states in FY 2009

Funding for TA increased by 70% relative to FAST Act

Eligible Activities and Costs



Transportation Alternatives, including (but not limited to):

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other NMT;
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other NMT users;
- Recreational Trails Program
- Safe Routes to School Program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

- ✓ Capex
- ✓ Opex



Transportation Alternatives (TA) Program (2 of 3)

§ 11109; 23 U.S.C. 133(h)

In FL, RTP is only funding non-motorized trails

Recreational Trails Program (RTP)

- RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.
- The amount of TA funds set aside for the RTP in Florida is equal to \$2.6B.
- Recreational trail projects eligible under the RTP are also eligible under the STBG and TA programs.

Safe Routes to School Program (SRTS)

- SRTS is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, and safety education.
- SRTS projects are eligible for TA funds, however, the BIL does not provide any dedicated funds to the program.

Key Considerations

- TA is a cost reimbursement grant program.
- Per FDOT guidelines, up to \$1M in TA funds will be awarded to any single project. However, in practice, some trails have received more.
- In the selection process, FDOT requires all district offices to assess eligibility (project eligibility and sponsor eligibility); feasibility; and additional selection factors (i.e., public support, geographic equity, etc.).
- Florida has elected to use toll credits to serve as the State and local match for the TA program; hence, project sponsors are not required to provide the 20% match as in other states.
- While TA funds can be used for operating support, it is not very common.

Examples of MDC projects funded by TA

The Underline; Black Creek Trail; Rickenbacker Causeway Green Bike Lanes; Ludlam Trail; Snapper Creek Trail; Roberta Hunter Connection to South Dade Trail; Snake Creek Trail Extension.

Transportation Alternatives (TA) Program (3 of 3)

§ 11109; 23 U.S.C. 133(h)

RTP funds used for maintenance and restoration – Examples in Florida

Trail Name	Description	Location	Year	RTP / Total Funding
Ream Wilson Trail	Maintenance and restoration of existing trail; replacement of existing six-foot wide bridge with a twelve-foot-wide bridge.	Pinellas County	2015	\$105K / \$209K
Snyder Park Bike Trail	Maintenance and restoration.	Broward County	2014	\$200K / \$240K
Pine Trail Park Trail	Maintenance and restoration.	Broward County	2014	\$200K / \$400K
Seminole Wekiva Trail	Renovation of 3.6-mile trail including resurfacing, sod, striping, tree trimming, installation of water fountain and three pieces of exercise equipment.	Seminole County	2012	\$111K / \$221K
Cross Seminole Trail	Renovation of paved multi-use trails and related support facilities.	Seminole County	2008	\$150K / \$325K
Coco Plum Recreational Trail	Construction and renovation of multi-use trails and related support facilities.	Monroe County	2008	\$210K / \$411K
Apoxee Preserve Bike/Hike Trail, Phase 3	Natural surface trail, renovation of firm surface trail, signage and related support facilities.	West Palm Beach	2007	\$200K / \$250K

Highway Safety Improvement Program (HSIP)

§ 11111; 23 U.S.C. 148

Quick Facts

Purpose: Funds safety projects aimed at reducing traffic fatalities and serious injuries. Funds can be used for any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail.

- BIL requires a set-aside for the Railway-Highway Crossings Program and an annual set-aside of \$3.5M to carry out specified safety-related activities.
- BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs.

Federal share: 90%

Funding Availability

**Global Funding Availability
(FY 2022-26):**

\$ 15.5B

**Funding Available to FL
(FY 2022-26):**

\$789M*

Eligible Activities and Costs

To be eligible, a project generally must:

- Be consistent with a State's Strategic Highway Safety Plan (SHSP);
- Correct a hazardous road feature, or address a highway safety problem;
- Be identified based on data supported means (i.e., crash rate).

Capex
 Opex

Key Considerations

- To be eligible for Florida HSIP funds, all safety improvement projects must address at least one of the 13 SHSP emphasis areas and provide an expected reduction in fatalities and serious injuries.

MDC projects funded by HSIP

- None identified to date.

* [Senate EPW Committee](#); Estimated FY2022-26 program apportionment under Surface Transportation Reauthorization Act 2021 (before post-apportionment set-asides, penalties, and sequestration).

Congestion Mitigation and Air Quality Improvement

§ 11115; 23 U.S.C. 149

Quick Facts

Purpose: The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides a flexible funding source to help meet the requirements of the Clean Air Act.

- Targeted towards areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and former nonattainment areas now in compliance (maintenance areas); flexible funding if standards are met.
- Apportionment: Funding apportioned as a lump sum for each State, then divided among apportioned programs.
- 2% set-aside for State planning and research.

Funding Availability

Global Funding Availability (2022-26):

\$13.2B

Funding Available to FL:

\$77M*

Eligible Activities and Costs

Funds may be used for transportation projects or programs that are likely to contribute to the attainment or maintenance of a national ambient air quality standard and that are also included in the MPO's current transportation plan and transportation improvement program (TIP) or the current State transportation improvement program.

Capex
 Opex

Key Considerations

Includes improvements to pedestrian and non-recreational bicycle transportation infrastructure that contribute to a reduction in travel by single-occupant vehicles.

MDC projects funded by CMAQ

Examples include Quail Roost park and ride facility, as well as park and ride facility at the southern terminus of the South Miami-Dade Busway.

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment (before post-apportionment set-asides; before penalties; before sequestration).

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

RAISE was previously known as BUILD/TIGER

Quick Facts and Key Considerations

Purpose: Multimodal, merit-based, competitive discretionary grant program for surface transportation infrastructure projects that will have a significant local or regional impact.

- Federal share is up to 80% in urban areas and up to 100% in rural areas
- Minimum Award: \$5M for projects in urban areas, \$1M for projects in rural areas, and no minimum for planning grants
- Maximum Award: \$25M

Funding Availability

Global Funding Availability (2022-26):

\$7.5B

Prior MDC projects funded by RAISE

The Underline was awarded a \$22.3M BUILD Grant (2019)

Eligibility Activities and Costs

- Surface transportation capital projects, including non-motorized and intermodal projects
- Activities related to planning of eligible surface transportation capital projects

Capex
 Opex

Key Considerations

- Projects are evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation, and mobility and community connectivity.
- Under the state of good repair criterion, projects that represent routine or deferred maintenance will be less competitive.
- Due to increased emphasis on racial equity, climate change mitigation, and job creation under the Biden Administration, trail and active transportation projects are well-positioned to be more competitive than in previous rounds.

[New]

Carbon Reduction Program (CRP)

§ 11403; 23 U.S.C. 175

Quick Facts

Purpose: Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.

- Funding apportioned as a lump sum for each State, then divided among apportioned programs.
- The Federal share of CRP projects is generally 80%.

Funding Availability

Global Funding Availability (FY 2022-26):

\$6.42B

Funding Available to FL (FY 2022-26):

\$320M*

Eligible Activities and Costs

Eligible projects that support the reduction of transportation emissions, including (but not limited to) TA projects, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- Capex
- Opex

Key Considerations

FHWA's BIL guidance encourages recipients to consider using funding flexibility for transit or multimodal projects and to consider strategies that improve infrastructure for nonmotorized travel.

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment (before post-apportionment set-asides; before penalties; before sequestration).

[New]

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

§ 11405; 23 U.S.C.

Quick Facts

Purpose: Establishes grants for resiliency improvements at the State and local levels.

- \$7.3B in formula funding divided among all State DOTs; \$1.4B in competitive grants for local governments, MPOs, and other eligible entities.
- Federal share: Between 80% and 100%

Key Considerations

- PROTECT program includes opportunities to reduce local match requirements by meeting voluntary resiliency planning requirement (i.e., developing a resilience improvement plan and incorporating it into the long-range transportation plan).
- Of the amounts apportioned to a State for a fiscal year, the State may use:
 - Not more than 40% for construction of new capacity
 - Not more than 10% for development phase activities

Eligible Activities and Costs

Two types of application grant opportunities:

- Planning grants: Enable communities to assess vulnerabilities of current and future weather events and natural disasters and plan strategies.
- Competitive resilience improvement grants: To protect surface transportation infrastructure assets and natural infrastructure that protects surface transportation assets.

- Capex
- Opex

Funding Availability

Global Funding Availability (2022-26):	\$8.7B
Funding Available to FL:	\$364M*

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment under Surface Transportation Reauthorization Act of 2021 (before post-apportionment set-asides; before penalties; before sequestration).

Safe Streets and Roads for All (SS4A) Grant Program

Quick Facts

Purpose: SS4A funds will be awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, which include pedestrians and bicyclists. SS4A provides funding for two types of grants:

- Action Plan Grants: Available to develop, complete, or supplement a comprehensive safety action plan.
- Implementation Grants: Available to implement strategies or projects identified in an existing Action Plan that address roadway safety problems.

Funding Availability

Global Funding Availability (FY 2022): Up to \$1B

Funding Available to FL (FY 2022 - 2026): \$5B

Eligible Activities and Costs

Activities that could be conducted as part of the Implementation Grant include:

- Supporting the development of bikeway corridors;
- Creating safe routes to school and public transit services;
- Promoting the adoption of strategies to protect vulnerable road users, including bicyclists; and
- Installing pedestrian safety enhancements and closing network gaps with sidewalks.

- Capex
- Opex

Key Considerations

- Implementation Grants:
 - Minimum Award: \$5M
 - Maximum Award: \$30 M (increases to \$50M for MPOs or a multijurisdictional group of entities)
- Applicants for Implementation Grants can self-certify that they have an existing plan that is substantially similar to / meets the eligibility requirements of an Action Plan.



Active Transportation Infrastructure Investment Program

Also known as The Connecting America’s Active Transportation System Act (H.R. 2991/S.684)

Quick Facts

Purpose: Competitive grants to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.

Set-asides per fiscal year:

- At least \$3M to provide planning grants to develop plans for active transportation networks and active transportation spines.
- Up to \$2M to cover the costs of administration, research, technical assistance, communications, and training activities under the program.

Funding Availability

Global Funding Availability (annual):

\$200M

Eligible Activities and Costs

Evaluation will consider whether the application includes:

- Projects likely to provide substantial additional opportunities for walking and bicycling;
- Broad community support;
- Evidence of commitment to safety and community design policies to facilitate significant increases in walking and bicycling;
- Commitment of State, local, or eligible Federal matching funds, and land or in-kind contributions;
- Evidence of how investment will advance safety for pedestrian and cyclists, accessibility of jobs and key destinations, economic competitiveness, environmental protection, and quality of life.

- Capex
- Opex

Key Considerations

- Funding is not dedicated, leaving the program’s future up to the appropriations process.



Opportunities for earmarks at the Federal level

Background



- Earmarks have been traditionally used by Congress as a tool to allocate directed Federal spending to locally-supported priority projects requested by individual lawmakers, without having to go through a statutory or administrative formula-driven competitive process.
- After a decade-long prohibition on Congressionally-directed spending, the Senate passed a \$1.5T spending bill including over 4,900 earmarks, totaling more than \$9B. Trail and active transportation projects were eligible to receive funding through earmark requests.
- For FY 2022, projects submitted for earmarks ranged from trail improvements (e.g., the Truman Linear Park Trail in Georgia for \$3M) to recreation infrastructure construction (e.g., Herz Recreation Center Project in California for \$1.5M).

Key Considerations



- Successful earmark requests can represent a valuable source of targeted funds for multimodal trail projects; however, these should:
 - Be “shovel-ready” projects that are (i) already underway or (ii) in the late planning stages;
 - Have a broad base of constituent support in order to increase the likelihood of securing support from the member(s) of Congress;
 - Demonstrate transformative impact of the project in areas prioritized by the administration and Congress, including climate, equity, and economic opportunity;
 - Comply with other Federal funding requirements, including adherence to NEPA, Federal design standards, etc.
- For most active transportation projects, local communities must provide a 20% match.
- It should be noted that Florida Senators Marco Rubio and Rick Scott have specific policies on earmarks and, in 2021, pledged their commitment to uphold a ban on earmarks.



4

Existing landscape of State funding for multimodal trails



Summary of all State funding opportunities

Source	Capex	O&M	Description
Shared-Use Nonmotorized (SUN) Trail Program	✓	✓	Provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail network) for bicyclists and pedestrians that are physically separated from the road. SUN Trail legislation allows for the programming of funds to all phases of project development, including maintenance.
Florida Recreation Development Assistance Program	✓		Competitive, reimbursement-based grant program that provides financial assistance for acquisition or development of land for public outdoor recreation. Eligible activities include land acquisition, facility development, and trail construction.
Florida Economic Development Transportation Fund	✓		An incentive tool designed to alleviate transportation problems that adversely impact a specific company's location or expansion decision. Targets projects that facilitate economic development by eradicating location-specific transportation problems.
Strategic Intermodal System	✓		Florida's high priority network of transportation facilities important to the State's economy and mobility. In the past, SIS dollars have been used to build trails as part of broader road projects.
Earmarks	✓		Like at the Federal level, earmarks can be very useful to fund a specific project which may not rate highly in the evaluation criteria of existing programs or to help jumpstart the development of a project.

Shared-Use Nonmotorized (SUN) Trail Program (1 of 2)

Section 339.81, Florida Statutes (F.S.)

Quick Facts

- **Purpose:** The SUN Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail network) for bicyclists and pedestrians, physically separated from the road.
- **Administration:** The SUN Trail program is administered by FDOT's Strategic Development Division, Systems Implementation Office.

Funding Availability

State Funding Availability (FY 2022-2026):	\$122 M*
Funding Available to MDC: (FY 2022-2026):	\$ 9.2 M*

Eligible Activities and Costs

- SUN Trail legislation allows for the programming of funds to all phases of project development, including preliminary and environmental planning, design, acquisition of real property/land/right-of-way (ROW), and new construction, reconstruction or resurfacing of trail surfaces or bridges and maintenance (e.g., obligations for pavement, drainage, land stabilization and safety controls).
- It is important to note that although maintenance is listed among the eligible activities for SUN Trail funding, there are no examples available to indicate that funding for O&M has been provided to trails since the program was created.

- Capex
- Opex

*Based on adopted work program encompassing FY 2021/22 – 2025/26 ([Link](#))



Shared-Use Nonmotorized (SUN) Trail Program

Section 339.81, Florida Statutes (F.S.)

Key Considerations



There are four eligibility criteria a project must meet to receive consideration for SUN Trail funding. These include documentation that:

1. The project will be developed as a paved multi-use trail within the SUN Trail network;
2. The project is a priority of the applicable authority;
3. A non-FDOT governmental agency is formally committed to the operation and maintenance of the project (long-term trail manager); and
4. The project is consistent with the applicable comprehensive plan(s), transportation plan(s), or long-term management plan(s).

Prior MDC projects funded by program

The Underline Segment A Phase 2 (\$4.5M in 2016-17); Biscayne Trail Segment D Phase 2 (\$123K in 2016-17); Biscayne Everglades Greenway (\$206K in 2016-17); Atlantic Greenway Trail (\$6M in 2018-19).

FDOT's Adopted Work Plan (AWP) for the FY 2021/22 – 2025/26 period includes a tentative list of all financially feasible transportation projects that will be funded and carried out in the next five years. The AWP details and commits funding to localities for these projects, which are revised annually. Ludlam Trail (\$8M) and Biscayne Trail Segment D Phase 2 (\$1.2M) are included in the current AWP.

Florida Recreation Development Assistance Program (FRDAP)

Rule Chapter 62D-5. F.A.C.

Quick Facts

- Purpose: Competitive, reimbursement-based grant program provides financial assistance for acquisition or development of land for public outdoor recreation.
- Administration: Program administered by Florida's Department of Environmental Protection.
- Maximum grant amount: \$200,000

Key Considerations

The local match requirement depends on the total project cost, as shown below:

Total Project Cost	FRDAP Grant	Local Match
\$50,000 or less	100%	0%
\$50,001 - \$150,000	75%	25%
Over \$150,000	50%	50%

*Cash, the value of undeveloped land owned by applicant (subject to conditions), and in-kind services may be used to match a FRDAP grant.

Funding Availability

State Funding Availability:

Data currently unavailable

Grant awards are contingent upon appropriation by the Florida Legislature.

Eligibility

- Eligible activities include land acquisition, facility development, and trail construction.

- Capex
- Opex

MDC projects funded by program

Identified grant application for \$200M for the Amelia Earhart Park.



Florida Economic Development Transportation Fund (1 of 2)

Section 339.2821, Florida Statutes

Quick Facts

Purpose: The Economic Development Transportation Fund, commonly referred to as the “Road Fund,” is an incentive tool designed to alleviate transportation problems that adversely impact a specific company’s location or expansion decision. The elimination of the problem must serve as an inducement for a specific company’s location, retention, or expansion project in Florida and create or retain job opportunities for Floridians.

Funding Availability

State Funding Availability:

Data currently unavailable

Eligibility

- Eligible projects are those that facilitate economic development by eradicating location-specific transportation problems (e.g., access roads, signalization, road widening, etc.) on behalf of a specific eligible company (e.g., manufacturing, corporate/regional headquarters, and certain other multi-state business services).
- Funding recommendations are based on: (i) the amount of funds requested; (ii) the number of permanent full-time jobs created and/or retained; (iii) the economic and demographic conditions of the community; and (iv) the degree of inducement for the project’s location/expansion/retention decision.

- Capex
- Opex

Florida Economic Development Transportation Fund (2 of 2)

Section 339.2821, Florida Statutes

Key Considerations



- Up to \$3M may be provided to a local government to implement the improvements. The actual amount funded is based on the cost of the necessary improvements.
- Application Process:
 - The unit of government who will own and be responsible for maintenance of the transportation improvement must apply to Enterprise Florida (EFI) and have approval of funds for its transportation project PRIOR to the final decision of the company on whose behalf the application was made.
 - In order for the application to be considered, that company must estimate and disclose: the capital investment it intends to make in the facility; the number of permanent full-time jobs to be created and/or retained at the facility; the average hourly wage, excluding benefits, for the new and/or retained permanent full-time jobs.

Prior MDC projects funded by program

- Ludlam Trail (\$11.4M)
- The Underline (\$7M)

Florida's Strategic Intermodal System (SIS) (1 of 2)

Quick Facts

Purpose: The Strategic Intermodal System (SIS) is Florida's high priority network of transportation facilities important to the State's economy and mobility. The SIS is the State's highest priority for transportation capacity investments and a primary focus for implementing the Florida Transportation Plan (FTP).

Funding Availability

State Funding Availability:

\$60 M per year since
FY 2005

Eligibility

- The system encompasses transportation facilities of statewide and interregional significance and is focused on the efficient movement of passengers and freight.
- The SIS Funding Strategy identifies potential SIS Capacity Improvement projects in various stages of development.
 - All projects identified are considered financially feasible for implementation within the next 25-year period.
- In the past, SIS dollars have been used to build trails as part of broader road projects.

Capex
 Opex

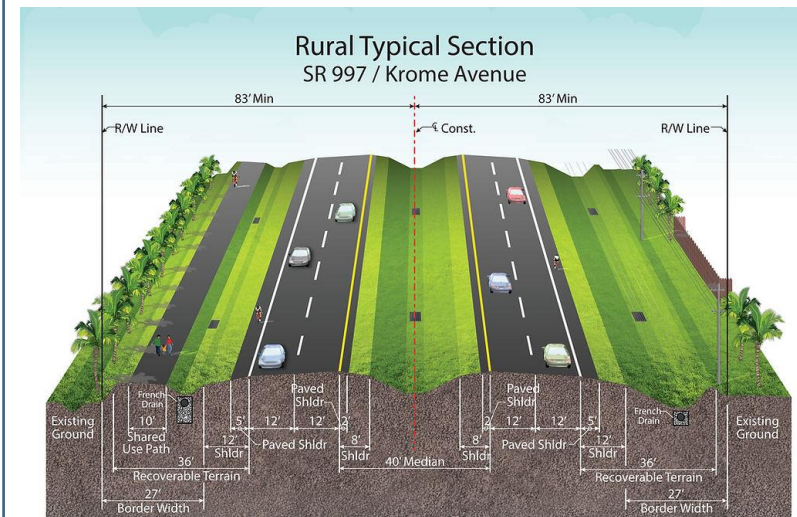
Florida's Strategic Intermodal System (SIS) (2 of 2)

Case Study: Krome Avenue



- Krome Avenue in MDC is a critical travel, freight, evacuation, and recovery route as well as part of the Florida Intrastate Highway System (FIHS) and SIS.
- Project Scope:
 - The project consisted of reconstructing the existing 2-lane undivided section to be a 4-lane divided section.
 - Improvements also included building three new bridges, full inside and outside shoulders, a 40-foot median with guardrails and a **10-foot shared-use bicycle and pedestrian path**; installing a self-contained drainage system and new lighting; and upgrading traffic signals and road signs.
- The improvements aim to reduce the number of fatalities along the avenue.

Krome Avenue provides an example of a roadway project under the SIS, which included the construction of a trail as part of the program.



Opportunities for earmarks at the State level

Background



- State level earmarks provide an opportunity for State legislators to add a transportation project requested by a local government directly into the State budget.
- Like at the Federal level, earmarks at the State level can be very useful to fund a specific project, particularly if it does not rate highly in evaluation criteria for existing programs.
- Additionally, earmarks at the State level may help jumpstart the development of a project, including multi-modal trails and other active transportation initiatives.

Key Considerations



- Understanding the earmarking process will require concerted effort by the County's legislative policy advisors.
- Overall, earmarks should be seen as a potential tool to leverage State funding for trail and active transportation.
- At the State level, compared to the Federal level, lobbying may effectively result in various earmarks.
- Similar to Federal-level earmarks, building and maintaining relationships with legislative representatives is critical to ensuring they are well-positioned to advocate for trail projects as opportunities arise.



5

Existing landscape of local funding for multimodal trails



Summary of all local funding opportunities (1 of 3)

Source	Capex	O&M	Description
General Obligation Bond (GOB)	✓		GOBs, overseen by the Office of Management and Budget, are general obligations of the County, payable from unlimited ad valorem taxes on all taxable real and tangible personal property within the County.
People's Transportation Plan (PTP) Surtax Funds	✓	✓	PTP Surtax funds have contributed to the advancement of the Strategic Miami Area Transit (SMART) Plan, the expansion of terminal park-and-rides and stations, the construction of new park-and-rides, and transit-oriented development (TOD) projects. It is important to note that the State Legislature's House Bill 385 restricts Miami-Dade County's ability to use Surtax proceeds for bike paths (with some exceptions if part of a larger project). However, municipalities can use Surtax funding for bike paths, shared use paths, and pedestrian and bicycle facility improvements and amenities, including Capex and O&M costs.
Local Government's General Funds	✓	✓	General funds may provide a source of funding for capital projects and maintenance, including multimodal trails. However, considering local funds are scarce, it is important that the County try to maximize other Federal, State, or more dedicated local funds.

Summary of all local funding opportunities (2 of 3)

Source	Capex	O&M	Description
Tourist Development Room Tax	✓	✓ *	The Tourist Development Room Tax is levied and imposed throughout the incorporated and unincorporated areas of Miami-Dade County, except within the municipal limits of Miami Beach, Bal Harbour, and Surfside. Tax collections are to be deposited in the MDC Tourist Development Trust Fund and used, among other activities, to fund tourist-related facilities. It is likely projects would need to demonstrate their main purpose is tourist-related in order to be eligible.
Gas Taxes	✓	✓	Motor fuels taxes are collected at the Federal, State, and local level and are a cornerstone source of transportation funding. In Miami-Dade County, there are at least six components to "gas tax" revenues, each of which have different allowable uses. While some components are restricted to capital construction, others include relatively little restriction in available legislation other than "legitimate transportation purposes". Therefore, O&M may be considered an eligible use.

* According to the Code of Ordinances, only maintenance within County beach park facilities or beach maintenance and restoration are included as eligible uses.

Summary of all local funding opportunities (3 of 3)

Source	Capex	O&M	Description
Special Taxing District	✓	✓	Funding technique under which a specific district is designated, and a fee is levied on property owners within that district whose properties are the primary beneficiaries of the infrastructure
Improvement District & Tax Increment Financing	✓	✓	Improvement districts are established to guarantee that property tax revenue from rising property values (Tax Increment Financing, TIF) remain within the area to fund the development, construction, maintenance, and operation of infrastructure.
Impact Fees	✓		One-time capital charge imposed on developers by municipalities to help fund the capital cost (and impact) of the additional public services, infrastructure, or transportation facilities necessitated by, and attributable to, new development.
Naming Rights/ Sponsorships	✓	✓	In a naming rights transaction, an agency sells the rights to name infrastructure to a private company in exchange for upfront or annual payments. Naming rights typically involve multi-year, fixed-price deals; funds generally charged on an annual basis.
Corporate Philanthropy	✓	✓	Philanthropic sources can complement but are not a substitute for public funding. It is generally more appropriate to seek private funding sources to cover a specific gap or activity rather than generalized project development needs.

General Obligation Bond (GOB) Projects

Description

- General Obligation Bonds (GOB), overseen by the Office of Management and Budget, are general obligations of the County, payable from unlimited ad valorem taxes on all taxable real and tangible personal property within the County.
- In a special County-wide election held by the County in 2004, voters approved eight general obligation bond questions in the aggregate principal amount of \$2.9B (Building Better Communities Bonds or BCB).

Conditions for Application

- GOB are legally backed by the full faith and credit of the County, which has committed future taxes over the next 40 years to repay the bonds.
- GOB are typically the least expensive type of debt available to government.
- The **Building Better Communities Bonds** were issued to fund more than 200 neighborhood and regional capital projects, including (but not limited to) park and recreational facilities and public infrastructure improvements.
 - The projects were selected based on several factors, including community needs, project readiness, leveraging opportunities, project scope, and contractual agreement.
- Although GOBs could fund multimodal trail systems, due to the typical size of the issuance (~\$100M) it is likely they would need to be bundled with other infrastructure programs.

Eligible Costs

- Capex
- Opex

Examples

Bike Path Improvements on Snapper Creek Trail (\$500K); Baywalk Bike Path (\$990K); Metrorail Bike Path (\$1.4M); Ludlam Bike Trail (\$6.7M); South Dade and North Dade Greenway and Trail (\$7M); Old Cutler Road Bikeway (\$245K); Snake Creek Trail (\$1M).

Phase 1 of The Underline includes funding from a GOB.

People's Transportation Plan (PTP) Surtax Funds

Background

- In 2002, MDC voters approved a one-half percent local surtax to implement the People's Transportation Plan, which included a range of projects aimed at improving transportation.
- PTP Surtax funds have contributed to the advancement of the Strategic Miami Area Transit (SMART) Plan, the expansion of terminal park-and-rides and stations, the construction of new park-and-rides, and transit-oriented development (TOD) projects.
- Municipalities receive approximately 20% of the Surtax collected and new municipalities received 3%, representing approximately \$94M for FY2023.

Eligible Costs \$

- Capex
- Opex

Considerations

- Municipalities reported use of Surtax funding has been used for bike and pedestrian facilities, including as a \$167K local match to a TAP grant, \$2M for the implementation of protected bike lanes at multiple locations in the city, \$1M for the development of Dade Boulevard Bike path, and \$178K for the NE 183rd Street Bicycle Facility project, which included the rehabilitation and widening of a corridor for the addition of bike lanes.
- However, the State Legislature's House Bill 385 (effective October 1, 2022) restricts Miami-Dade County's ability to use Surtax proceeds for bike paths (with some exceptions if part of a larger project). However, municipalities can use Surtax funding for bike paths, shared use paths, and pedestrian and bicycle facility improvements and amenities, including Capex and O&M.
- Although \$94M may appear to be a substantial amount of funding, this is distributed among 33 municipalities. Even if these monies include a 10% earmark for trails, it may be more convenient to use these resources to cover O&M costs.

Local Government's General Funds

Description



- General funds refer to the monies collected, mainly through ad valorem taxes, fees and transfers, that are used to account for the general operations of the County or municipal governments, as well as all transactions not included in other funds or account groups.
- Considering General Obligation Bonds have been used in the past to fund capital projects, including park and recreation facilities, and public infrastructure improvements, it can be assumed that the monies used to repay the GOBs came from local government funds.
- General funds could be allocated in one-time budget earmarks or long-term commitments to fund projects (e.g., through maintenance agreements through a public department).
- Considering that general funds are scarce, it is important that the County try to maximize other Federal, State, or more dedicated local funds, such as a special district (introduced earlier in the report).

Eligible Costs



- Capex
- Opex

Examples



- In 2021, the City of Miami applied for TAP funding to enhance connectivity of the Miami River Greenway to provide access for bicycles and pedestrians. According to the application, the City of Miami would own and maintain the Project's improvements, including routine maintenance activities; this could be funded through general funds.
- According to a [report](#) published by Miami Dade TPO, in order to estimate the maintenance costs for Snake Creek Trail, the Miami-Dade County Park and Recreation Department (MDPR) provided maintenance costs for Biscayne Trail. This may indicate that MDPR is covering these costs.
- It is also important to consider that the Countywide General Fund is the top single revenue source for MDPR and Miami-Dade County's Department of Transportation & Public Works (DTPW).

Special Taxing District

Description



Special Taxing Districts are a funding technique under which a specific district is designated, and a fee is levied on property owners within that district whose properties are the primary beneficiaries of the infrastructure.

- MDC currently has over 1,000 active districts comprised of approximately 271,000 households in unincorporated and municipal neighborhoods.
- These districts provide a variety services, including as street lighting, multi-purpose maintenance, and capital improvement projects.

Conditions for Application



- Special Taxing Districts are petitioned for and voted on by the homeowners within the area or created by developers at the inception of a development project.
 - Should be considered for infrastructure investments that are expected to generate property value increases that property owners can tangibly recognize.
- Special Taxing Districts offer a stable revenue source and can generate significant revenues.
 - Billed to property owners as non-ad valorem assessment, included in annual property tax bill.

Eligible Costs



- Capex
- Opex

Examples



MiLine at Ludlam Trail Phase 1
Multipurpose Maintenance Special
Taxing District

Ambar Trail Multipurpose
Maintenance and Street
Lighting Special Taxing District

Impact Fees

Description

- An impact fee is a one-time capital charge imposed on developers by municipalities to help fund the capital cost (and impact) of the additional public services, infrastructure, or transportation facilities necessitated by, and attributable to, new development.
- Impact fees include road impact fees and park impact fees.
- Impact fees are not required or enabled by Federal law; rather, they are enabled by State or local laws.

Conditions for Application

Road impact fees:

- Determination must be made that specific alleviation of traffic congestion occurred.
- Applied to all types of developments.

Park impact fees in MDC:

- County recently made change in park impact fee ordinance to allow them to spend park impact fees on greenways.
- Park impact fees must have a rational nexus (i.e., expended proximal to where they are collected) and are applied only to residential development.

Eligible Costs

- Capex
- Opex

Examples

Ludlam Trail has received \$30M in funding from County road impact fees.

One of the major sources of funding for the three phases of The Underline are roadway impact fees.

Improvement District & Tax Increment Financing

Description and Considerations

Improvement districts are established to guarantee that property tax revenue from rising property values (Tax Increment Financing, TIF) remain within the area to fund the development, construction, maintenance, and operation of infrastructure.

- It is not expected that TIF monies would be used to back bond issuances – for capex purposes – as transaction costs are high.
- This instrument could be recommended for OPEX pay-go.

Eligible Costs

- Capex
- Opex

Case Study: Ludlam Trail

- In 2021, County Commissioners unanimously adopted legislation creating the Ludlam Trail Improvement District and the Ludlam Trail Trust Fund.
- Purpose: Guarantee that property tax revenue from rising property values stays within the area to fund improvements to the Ludlam Trail such as O&M, safety and policing as well as amenities to enhance the quality of life for residents and visitors.
- Considerations:
 - Within unincorporated Miami-Dade County, MDC would be the only jurisdiction permitted to create a district.
 - Generally, O&M is covered by the jurisdiction that has initiated the trail.

Naming Rights

Description and Considerations

In a naming rights transaction, an agency sells the rights to name infrastructure to a private entity in exchange for upfront or annual payments.

- Naming rights typically involve multi-year, fixed-price deals; funds generally charged on an annual basis.
- Naming rights are not considered a complex way to raise funds; however, these deals should involve a financial feasibility study prior to implementation to accurately gauge their potential revenues.
- Depending on the locations, there would be more opportunities for some trails to benefit from this funding source.

Eligible Costs

-  Capex
-  Opex

It is more likely that naming rights would be used for Opex

Case Study: The Underline

- Although officially not called naming rights, The Underline Management Agreement allows for sponsorships (excluding tobacco and alcohol sponsors).
- While the sponsorship does not have to go through an approval process, the “name” is approved by the Commission.
- This process is challenging, and recognition (in terms of signage) is very limited.
- In the last 10 years, The Underline has received \$5M in funding for naming of trails.

Corporate Philanthropy

Description and Considerations

Corporate philanthropy – investments and activities a company voluntarily undertakes to responsibly manage and account for its impact on society – are a potential funding source for multimodal trail systems. Private sources of funding can include donations, campaigns, trust funds, and foundation grants.

Overall, philanthropic sources can complement but are not a substitute to public funding. It is generally more appropriate to seek private funding sources to cover a specific gap or activity rather than generalized project development needs. For instance, philanthropy could fund park elements of a trail, where this would not be eligible for Federal transportation funding. However, it is important to note that, compared to other cities, the pool of corporate philanthropy resources that MDC can pull from is limited.

Eligible Costs

-  Capex
-  Opex

Case Study: Great Miami River Recreational Trail in Miami County

The Miami-Dade County Park District is responsible for managing 12.5 miles of the Great Miami River Recreational Trail.

- The Barbara Sharkey-Shook Bikeway Enhancement Fund provides an avenue for individuals and groups to help support the continued enhancement of the bikeway through donations.

Although it is challenging to develop an exhaustive list of potential corporate philanthropy options, private donors, and/or non-profits devoted to multimodal trails, this provides an example of corporate philanthropy as a funding pathway.

Tourist Development Room Tax

Description



- According to the Miami-Dade County Code of Ordinances, a Tourist Development Room Tax is levied and imposed throughout the incorporated and unincorporated areas of Miami-Dade County, except within the municipal limits of Miami Beach, Bal Harbour, and Surfside.
- The Tax is imposed at a rate of 2% to every person “who rents, leases, or lets for consideration any living quarters or accommodations in any hotel, apartment hotel, motel, resort motel, apartment, apartment motel, rooming house, mobile home park, recreational vehicle park, or condominium for a term of 6 months or less”.

Eligible Costs



- Capex
- Opex*

According to the Code of Ordinances, only maintenance within County beach park facilities or beach maintenance and restoration are included as eligible uses.

Considerations



- Tax collections are to be deposited in the MDC Tourist Development Trust Fund and used in accordance with the MDC Tourist Development Plan to:
 - Fund the Greater Miami Convention and Visitors Bureau;
 - Promote tourism, fund tourist-related facilities, fund tourist-oriented events, finance within the County beach park facilities or beach improvement, maintenance, renourishment, restoration, and erosion control;
 - Promote MDC tourism by sponsoring tourist-oriented culture, cultural and special events; and
 - Use as a secondary pledge to pay debt service on bonds issued to finance the construction, reconstruction, or renovation of professional sports franchise facilities.
- In practice, we have not been able to identify an example of a trail project funded through the Tourist Development Room Tax. It is likely that projects would need to demonstrate their main purpose is tourist-related.
- Additionally, it remains unclear whether trail O&M would be considered an eligible activity.

Gas tax

Description



Motor fuels taxes are collected at the Federal, State, and local level and are a cornerstone source of transportation funding.

In Miami-Dade County, there are at least six components to “gas tax” revenues, each of which have different allowable usages.

- While some components are restricted to capital construction, others include relatively little restriction in available legislation other than “legitimate transportation purposes”. Therefore, O&M may be considered an eligible use.
- Both DTPW and PROS utilize multiple portions of gas tax funding in their annual budgets.

Eligible Costs



- Capex
- Opex

Considerations



- Fuel taxes are key to most transportation-related budgets. Therefore, competition for these funds may be high.
- There may be multiple strategies for accessing gas taxes, whether through agency budgets or specific earmarks.
- Given the source of these revenues, “diverting” these revenues from road and bridge-related uses can be politically contentious. However, the practice of using a portion of gas taxes for a broader set of uses is well-established in Florida and nationally (e.g., \$132M from a local gas tax increase recently earmarked for the Emerald Trail in Jacksonville).



6

Appendix: Full Federal Program Fact Sheets



Transportation Alternatives (TA) Program (1 of 3)

§ 11109; 23 U.S.C. 133(h)

TA is the nation's largest dedicated source of funding for trail projects

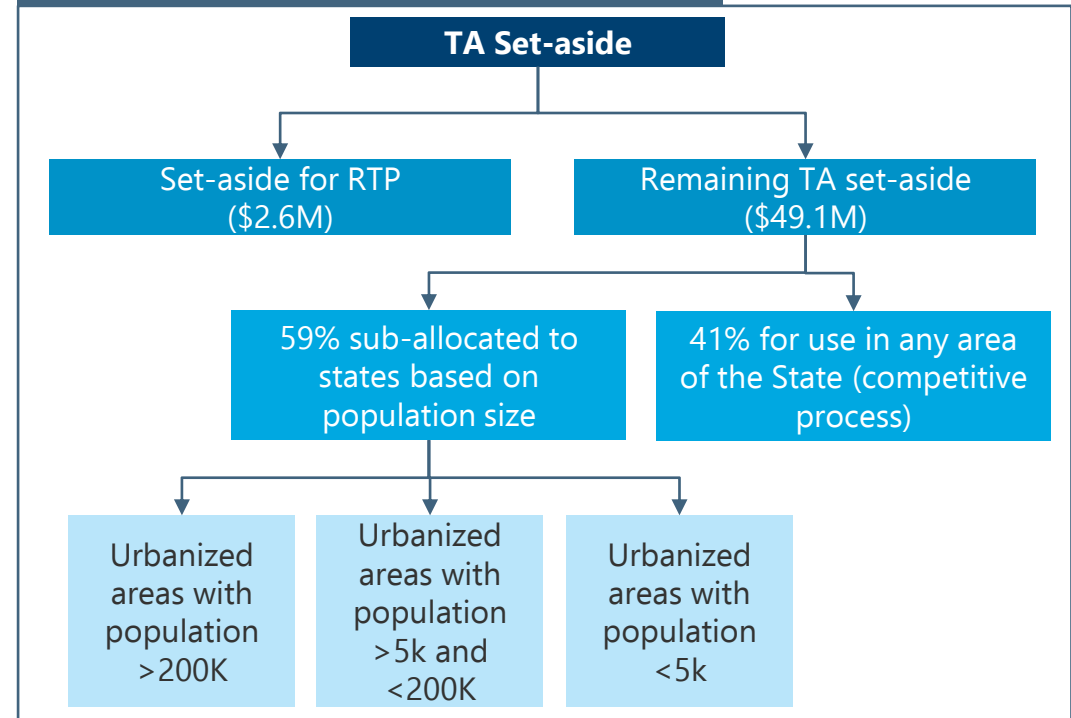
Quick Facts



BIL continues the TA as a set-aside from each State's Surface Transportation Block Grant (STBG) apportionment.

- **Program Purpose:** Provides funding for a variety of generally smaller-scale transportation projects, including (but not limited to) pedestrian and bicycle facilities, recreation trails, safe routes to school projects.
- **Administration:** FHWA allocates funding to states. State DOTs and MPOs administer the program.
- **Allocation:** An amount of TA funds is set aside for the State's Recreation Trails Program (RTP), the remaining funds are allocated to (1) any area of the State through a competitive process, and (2) sub-allocated to areas based on population (as illustrated to the right).
- **Transferability:** A State may transfer up to 50% of TA funds made available each fiscal year for TA projects in any area of the State to any other apportionment of the State; however, the BIL requires holding a competitive grant process for local governments and other eligible entities before transferring the TA set-aside.

TA Suballocation in FL*



Relevant Links
[Program Letter](#)
[Selection Criteria](#)
[Program Application](#)

* Funding amounts are from May 2021 and were obtained from [FDOT's TA Program Guidance and Procedures \(May 2021\)](#)



Transportation Alternatives (TA) Program (2 of 3)

§ 11109; 23 U.S.C. 133(h)

Eligibility Activities and Costs



- Transportation Alternatives, including any of the following:
 - Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other NMT
 - Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers
 - Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other NMT users
 - Construction of turnouts, overlooks, and viewing areas
 - Community improvement activities
 - Any environmental mitigation activity
- Recreational Trails Program
- Safe Routes to School Program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways

✓ Capex

✓ Opex

Recreational Trails Program (RTP)

- RTP provides funds to the states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.
- The amount of TA funds set-aside for RTP is equal to the State's FY 2009 RTP apportionment
 - Florida: \$2.6B
- Between 1993-2020, RTP has funded 297 projects in Florida, equal to \$40.4B

In FL, RTP only funds non-motorized trails

Safe Routes to School Program (SRTS)

- SRTS is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education.
- SRTS projects are eligible for TA funds, however, the BIL does not provide any dedicated funds to the program.

Transportation Alternatives (TA) Program (3 of 3)

§ 11109; 23 U.S.C. 133(h)

Key Considerations

- TA is a cost reimbursement grant program.
- Per FDOT guidelines, no more than \$1M in TA funds will be awarded to any single project. However, in practice, some trails have received more than \$1M.
- In the selection process, FDOT requires all district offices to assess:
 - **Eligibility:** Criteria include project eligibility and sponsor eligibility;
 - **Feasibility:** Considers whether the project can be completed within cost and timeframe presented in the application (i.e., cost estimate, scope of work, funding availability, right-of-way availability, readiness, etc.);
 - **Additional selection factors:** Include public support, applicant’s past performance, geographic equity, etc.
 - If within the boundaries of an MPO, FDOT considers the MPO’s project priority ranking in the selection.
- Florida has elected to use toll credits to serve as the State and local match for the TA program; hence, project sponsors are not required to provide the 20% match as in other states.

Funding Availability \$

Global Funding Availability (FY 2022-26):
Funding Available to FL (FY 2022-2026):

\$ 7.2B

\$432M

Determined based on ratio that the State’s FY 2009 TE apportionment bore to the total amount of TE funds apportioned to all states in FY 2009

Overall funding for TA increased by 70% relative to the FAST Act

Prior MDC projects funded by TA

- **FY 2015/16-2017/18:** The Underline Segment A Phase 1; Black Creek Trail Segment B Phase 2; Rickenbacker Causeway Green Bike Lanes Segment A Phase 1; Ludlam Trail Segment A Phase 1 and Segment B Phase 1; Snapper Creek Trail Segment B Phase 1 and Segment A Gap; Roberta Hunter Connection to South Dade Trail; Snake Creek Trail Extension.
- **RTP (2011-2014):** Middle Beach Corridor; NW 170th Street Greenway Phase II; Amelia Earhart Park Mountain Bike Trail; and Coral Reef Park Trail.



Highway Safety Improvement Program (HSIP) (1 of 2)

§ 11111; 23 U.S.C. 148

Quick Facts

- **Purpose:** Funds safety projects aimed at reducing traffic fatalities and serious injuries.
 - Funds can be used for any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail.
- **Pre-apportionment set-asides:**
 - BIL requires set-aside of HSIP funding, prior to apportionment, for the Railway-Highway Crossings Program;
 - Annual set-aside of \$3.5M in HSIP to carry out specified safety-related activities and operate specified safety-related clearinghouses.
- **Apportionment:**
 - BIL directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs;
- **Transferability:** State may transfer up to 50% of funds per fiscal year to any other apportionment of the State.

Funding Availability

Global Funding Availability (FY 2022-26):	\$ 15.5B
Funding Available to FL (FY 2022-26):	\$789M*

Eligibility Activities and Costs

- To be eligible, a project generally must:
- Be consistent with a State's Strategic Highway Safety Plan (SHSP);
 - Correct a hazardous road feature, or address a highway safety problem;
 - Be identified based on data supported means (i.e., crash rate);
 - Be listed under 23 U.S.C. 148(a)(4)(B) or (a)(11) and comply with other title 23 requirements.

- Capex
- Opex

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment under Surface Transportation Reauthorization Act of 2021 (before post-apportionment set-asides; before penalties; before sequestration).

Highway Safety Improvement Program (HSIP) (2 of 2)

§ 11111; 23 U.S.C. 148

Key Considerations



- The Federal share is 90%.
- Funds can be used for highway safety improvement projects on public roads or publicly owned bicycle or pedestrian pathway or trail.
- Florida has received over \$100M annually for the HSIP.
- Proposed HSIP projects are authorized and funded based on assessments of district-level and statewide needs.
- To be eligible for Florida HSIP funds, all safety improvement projects must address at least one of the 13 SHSP emphasis areas and provide expected reduction in fatalities and serious injuries.
- BIL requires states to complete a vulnerable road user (non-motorist) safety assessment within 2 years of enactment and update that assessment in accordance with updates required to the SHSP.
- Per BIL, states in which vulnerable road user fatalities account for more than 15% of all annual crash fatalities must obligate at least 15% of HSIP funds the following FY for highway safety improvement projects to address vulnerable road user safety.

Prior MDC projects funded by HSIP

- None identified to date.

Congestion Mitigation and Air Quality Improvement (1 of 2)

§ 11115; 23 U.S.C. 149

Quick Facts

- **Purpose:** The Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides a flexible funding source to help meet the requirements of the Clean Air Act.
 - Focused on areas not meeting the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and former nonattainment areas now in compliance (maintenance areas); funds become flexible with compliance.
- **Apportionment:** Funding apportioned as a lump sum for each State, then divided among apportioned programs.
- **Set-asides:**
 - 2% set-aside for State Planning and Research
 - For states that have a nonattainment or maintenance area for fine particulate matter (PM2.5), 25% of the CMAQ apportionment must be used for projects targeting PM2.5 reductions and states must prioritize benefits to disadvantaged communities living in or adjacent to such area.
- **Transferability:** A State may transfer up to 50% of CMAQ funds each fiscal year to any other apportionment.

Funding Availability

Global Funding Availability (2022-26):	\$13.2B
Funding Available to FL:	\$77M*

Eligibility Activities and Costs

Funds may be used for transportation projects or programs likely to contribute to the attainment or maintenance of a national ambient air quality standard, and that is included in the metropolitan planning organization's (MPO's) current transportation plan and transportation improvement program (TIP) or the current State transportation improvement.

- Capex
- Opex

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment (before post-apportionment set-asides; before penalties; before sequestration).

Congestion Mitigation and Air Quality Improvement (2 of 2)

§ 11111; 23 U.S.C. 148

Key Considerations



- CMAQ provides funding to State DOTs, MPOs, and transit agencies for projects that improve air quality, which includes improvements to pedestrian and non-recreational bicycle transportation infrastructure that contribute to a reduction in travel by single-occupant vehicles.

Prior MDC projects funded by CMAQ

- Construction of the Quail Roost Park and Ride facility along the Busway and SW 184th Street (2011); construction of a park and ride facility at the southern terminus of the South Miami-Dade Busway (2008); operating assistance for the Bird Road MAX (2003).

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

Quick Facts and Key Considerations

BIL authorizes the RAISE grant program, making it the first time this becomes an authorized program and ensuring its continued funding.

- Purpose: Multimodal, merit-based, competitive discretionary grant program for surface transportation infrastructure projects that will have a significant local or regional impact
- Allocation: Equitable amount of funding awarded to projects in urban and rural areas
- Disbursement Method: Reimbursements
- Federal Share: Up to 80% in urban areas and up to 100% in rural areas
- Minimum Award: \$5M for projects in urban areas, \$1M for projects in rural areas, and no minimum for planning grants
- Maximum grant amount: \$25M

*RAISE was previously known as BUILD/TIGER.

Funding Availability

Global Funding Availability (2022-26):

\$7.5B

Eligibility Activities and Costs

Eligible Projects include:

- Surface transportation capital projects, including non-motorized and intermodal projects
- Activities related to planning of eligible surface transportation capital projects

Capex
 Opex

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Program

Key Considerations



- At least \$15M in funding will be allocated to projects located in Areas of Persistent Poverty of Historically Disadvantaged Communities.
- At least 5% of available funding (\$75 million) is to be awarded for the planning, preparation or design of projects eligible for RAISE Grants.
- RAISE projects are evaluated on statutory criteria of safety, environmental sustainability, quality of life, economic competitiveness and opportunity, state of good repair, partnership and innovation, and mobility and community connectivity.
 - Under the state of good repair criterion, projects that represent routine or deferred maintenance will be less competitive in this criterion.
- To help applicants determine if their project location is considered as a Historically Disadvantaged Community, the DOT has created this [tool](#).
- Due to an increased emphasis in racial equity, climate change mitigation, and job creation under the Biden Administration, trail and active transportation projects are well positioned to be more competitive than in previous rounds (e.g., in the first award round, 19% of funds were secured by projects solely or mainly about trails).

Prior MDC projects funded by RAISE

- The Underline was awarded a \$22.3M BUILD Grant (2019)

Carbon Reduction Program (CRP) (1 of 2)

§ 11403; 23 U.S.C. 175

Quick Facts

- **Purpose:** Provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources.
- **Suballocation:**
 - 65% of State's CRP apportionment is to be obligated in the following areas in proportion to their relative shares of the State's population:
 - Urbanized areas with a population < 200,000
 - Urbanized areas with a population of >50,000 and <200,000
 - Urbanized areas with a population of < 49,999 and >5,000
 - Areas with a population < 5,000
 - Remaining 35% to be obligated in any area of the State.
- **Apportionment:** Funding apportioned as a lump sum for each State, then divided among apportioned programs.
- **Transferability:** State may transfer up to 50% of HSIP funds made available each fiscal year to any other apportionment of the State.

Eligibility Activities and Costs

Eligible projects that support the reduction of transportation emission, including (but not limited to):

- TA projects, including the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation;
- A project or strategy designed to support congestion pricing, shifting transportation demand to nonpeak hours or other transportation modes, increasing vehicle occupancy rates, or otherwise reducing demand for roads;
- Any STBG-eligible project, if the Secretary certifies that the State has demonstrated a reduction in transportation emissions, as estimated on a per capita and per unit of economic output basis.

- Capex
- Opex

[New]

Carbon Reduction Program (CRP) (2 of 2)

§ 11403; 23 U.S.C. 175

Key Considerations



- FHWA's BIL guidance encourages recipients to consider using funding flexibility for transit or multimodal projects and to consider strategies that improve infrastructure for nonmotorized travel.
- The Federal share of CRP is generally 80%.
- BIL requires states, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy and submit it to USDOT for approval.

Funding Availability



**Global Funding Availability
(FY 2022-26):**

**Funding Available to FL
(FY 2022-26):**

\$6.42B

\$320M*

* Source: Senate EPW Committee ([Link](#)); Estimated FY2022 – FY2026 program apportionment under Surface Transportation Reauthorization Act of 2021 (before post-apportionment set-asides; before penalties; before sequestration).

[New]

Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)

§ 11405; 23 U.S.C.

Quick Facts

- Purpose: Establishes grants for resiliency improvements at State and local levels.
- Distribution: \$7.3B in formula funding divided among all State DOT; \$1.4B in competitive grants for local governments, MPOs, and other eligible entities.
- Federal Share: Ranges between 80% and 100%

Key Considerations

- PROTECT program includes opportunities to reduce local match requirements by meeting voluntary resiliency planning requirement (i.e., developing a resilience improvement plan and incorporating it into a long-range transportation plan).
- states may transfer 50% of their technical assistance funds from their STBG funds to provide TA for PROTECT grants.
- Of the amounts apportioned to a State for a fiscal year, the State may use:
 - Not more than 40% for construction of new capacity
 - Not more than 10% for development phase activities

Eligibility Activities and Costs

Two types of application grant opportunities:

- Planning grants: Enable communities to assess vulnerabilities of current and future weather events and natural disasters, plan transportation improvements and strategies.
- Competitive resilience improvement grants: To protect surface transportation infrastructure assets and natural infrastructure that protects surface transportation assets.

- Capex
- Opex

Funding Availability

Global Funding Availability (2022-26):

\$8.7B

Funding Available to FL:

\$364M*

* Senate EPW Committee Estimated FY2022 – FY2026 program apportionment under Surface Transportation Reauthorization Act of 2021 (before post-apportionment set-asides, penalties, and sequestration).

Safe Streets and Roads for All (SS4A) Grant Program (1 of 2)

Quick Facts

- Purpose: SS4A funds will be awarded on a competitive basis to support infrastructure, behavioral, and operational initiatives that prevent death and serious injury on roads and streets involving all roadway users, which include pedestrians and bicyclists.
- SS4A provides funding for two types of grants:
 - Action Plan Grants: Available to develop, complete, or supplement a comprehensive safety action plan.
 - Implementation Grants: Available to implement strategies or projects identified in an existing Action Plan that address roadway safety problems.
- The Implementation Grants could specifically be relevant to the development of multi-modal trails, as described below.

Eligibility Activities and Costs

FDOT provides illustrative examples of activities that could be conducted as part of the Implementation Grant, under the SS4A program, including:

- Supporting the development of bikeway corridors
- Creating safe routes to school and public transit services that lead to safe walking, biking, and rolling in underserved communities
- Promoting the adoption of strategies to protect vulnerable road users, including bicyclists
- Transforming roadway corridors on a High-Injury Network into a Complete Strategy with safety improvements
- Installing pedestrian safety enhancements and closing network gaps with sidewalks.

Capex

Opex

Safe Streets and Roads for All (SS4A) Grant Program (2 of 2)

Key Considerations



- For Implementation Grants:
 - Minimum Award: \$5M
 - Maximum Award: \$30M (Increases to \$50M for MPOs or multijurisdictional groups of entities)
- Applicants for Implementation Grants can self-certify that they have an existing plan that is substantially similar to / meets the eligibility requirements of an Action Plan.
- Per DOT requirements, successful Implementation Grant applications will:
 - Incorporate strategies to save lives and reduce roadway fatalities and serious injuries;
 - Incorporate equity, engagement, and collaboration in their proposed execution;
 - Consider climate change, sustainability, and economic competitiveness; and
 - Can complete full scope of funded projects and strategies within 5 years after establishment of the grant agreement.
- The FY 2022 NOFO indicates the deadline for applications is September 15, 2022.
- In FY 2022, the DOT expects to award 100 Implementation Grants.

Funding Availability



Global Funding Availability (FY 2022):

Up to \$1B

Global Funding Availability (FY 2022 - 2026):

\$5B

Active Transportation Infrastructure Investment Program (1 of 2)

Also known as The Connecting America's Active Transportation System Act (H.R. 2991/S.684)

Quick Facts



- Purpose: Competitive grants to construct eligible projects to provide safe and connected active transportation facilities in an active transportation network or active transportation spine.
- Distribution:
 - At least 30% to eligible projects that construct active transportation networks that connect people with public transportation, businesses, workplaces, schools, residences, recreation areas, and other community activity centers; and
 - At least 30% to eligible projects that construct active transportation spines.
- Set-asides:
 - Each fiscal year, at least \$3M should be set aside to provide planning grants to develop plans for active transportation networks and active transportation spines.
 - Each fiscal year, up to \$2M may be set aside to cover the costs of administration, research, technical assistance, communications, and training activities under the program.

Key Considerations



- This new program was authorized in the BIL at \$200 million annually and subject to appropriations.
- However, this funding is not dedicated, leaving the program's future up to the appropriations process.

Active Transportation Infrastructure Investment Program (2 of 2)

Also known as The Connecting America's Active Transportation System Act (H.R. 2991/S.684)

Eligibility Activities and Costs

- Capex
- Opex

Evaluation will consider whether the application includes:

- A plan for an eligible project for the development of walking and bicycle infrastructure that is likely to provide substantial additional opportunities for walking and bicycling;
- Broad community support (i.e., use of public input, commitment to community leaders);
- Evidence of commitment to traffic safety, regulations, financial incentives, or community design policies to facilitate significant increases in walking and bicycling;
- Commitment of State, local, or eligible Federal matching funds, and land or in-kind contributions;
- Evidence of how investment will advance safety for pedestrian and cyclists, accessibility to jobs and key destinations, economic competitiveness, environmental protection, and quality of life.

Funding Availability

Global Funding Availability (annual):

\$200M



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